

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

**July 20, 2006
MINUTES**

The one hundred sixty-first (161st) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Chair Cullen called the meeting to order at 1:15 p.m. on Thursday, July 20, 2006.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Walter Martone, and John Hoang - C/CAG; Brian Lee – San Mateo County Public Works; Zachary Chop – Caltrans; Jim Bigelow – CMAQ; Mike Pacelli – Bay Relations; D.P. Gleichenhaus – City of Daly City; Onnolee Trapp – CMAQ; Pat Dixon – SMCTA CAC

1. Public comment on items not on the agenda.

No Comments.

2. Issues from the last C/CAG and CMAQ meetings.

As shown on Agenda.

3. Approval of the Minutes from June 15, 2006.

Approved.

Member Nunez requested verification of the action item from the June meeting's approval of the April 2006 meeting minutes regarding the El Camino Joint Principals for improvements. It was recommended that Staff and member Nunez refer back to the recorded meeting tapes and confirm the details of the approval. Any corrections to the April Meeting Minutes will be presented at the next TAC meeting.

4. Review of potential candidate projects for the Corridor Mobility Improvement Account (CMIA) in the event that voters approve the Senate Bill (SB) 1266 - Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Sandy Wong provided the following information:

- The \$19.9 Billion SB 1266 Bond Package includes various funding categories which includes \$4.5 Billion for Corridor Mobility.
- The projects for the CMIA will be selected by the California Transportation Commission (CTC) and will be subject to the north/south (40/60) split.
- The CTC requires that guidelines (currently being developed) be adopted by December 1, 2006, and nominated projects submitted by January 15, 2007.

- The Bay Area region including C/CAG, SMCTA, Caltrans, MTC and the other Bay Area counties are working together to develop a list of potential candidate projects that addresses “corridor level improvements”. It is anticipated that these projects will be more competitive at the State level.

Member Hurley added the following:

- Nine Bay Area counties package will be competing for statewide dollars.
- Goals for projects will be congestion relief therefore projects along corridors may receive higher scores.
- TA has been in discussion with Santa Clara County about possible bi-county support and partnership on projects.
- Timeframe associated with the funding requires that projects be in construction by the year 2012 and complete by 2015. Another possible interim goal is that project needs to have environmental approval by year 2009.

Comments and responses from other TAC Members are as follows:

- There is a good list of candidate projects and we need to focus on projects that are not too large to qualify but will have impacts.
- The intent of the region is to maintain a general list of projects for inventory only and not to focus on high profile type projects.
- It was recommended that the auxiliary lanes project on I-280 north of I-380 be added to the project list.
- The inventory (list) of projects was based on high priorities in the County's congestion relief program and delivery. It is not intended as a list
- All projects on the list have Project Study Reports except for Project #6.
- The intent of the region is not to have a list of projects.
- Draft guidelines may be available by October 2006.
- A question regarding whether the El Camino Real interconnect project qualified for inclusion in the list. The response was that the project is already fully funded by the SHOPP and STIP.
- Projects for grade separations are included in a separate \$250 Million funding category.

Chair Cullen recommended that this item be updated regularly as part of the Measure A update in the future.

5. Recommendation on the Revised Scoring Criteria to be used for future funding cycle.

John Hoang presented on the following:

- The TAC was presented with a Revised Scoring Criteria, and staff requested for further directions from the TAC in order to proceed with finalizing the criteria.
- A Subcommittee reviewed the existing project scoring process and developed a new revised Scoring Criteria that includes the categories for Usage, Need, Equity, Readiness, and Local Match. Eligibility and screening factors were also included.
- The Subcommittee, however, did not gain consensus on the new Scoring Criteria.

Member Patterson added the following:

- The Subcommittee members generally agreed to the scoring criteria categories but the main point that was not completely resolved was the issue of equity relating to the jurisdiction's size (e.g., population and miles).

Member Breault added the following:

- Local match, whether taken as a dollar amount or as a percentage of total project cost, does not take into account that jurisdictions with a higher ratio of population to total miles (centerline/ lane) will be able to come up with higher matches and larger projects, therefore there will always be jurisdictions that will be at a disadvantage.
- Suggest that the Subcommittee reconvene and take another look at analyzing different scoring scenarios.

Member Sharma added the following:

- We should address the selection of the best projects for the available money, not necessarily focusing on the sponsor.
- Remove the Equity category and replace it with scoring preferences for bicycle lanes and alternate routes for freeway traffic (i.e., streets that leads to and/or parallel to freeways).
- For the eligibility criteria, need to assure that the money should go to more agencies. Instead of setting specific dollar amount limit (i.e., \$1M), set the limit at 20% of the total funds available.
- Add an eligibility screening criteria that would not consider projects that previously received funds for the same work (e.g., project was not started or completed but now needs additional funds).

Other comments from TAC members are as follows:

- One of the screening criteria should be if a street segment received funding previously, that particular street segment will not be eligible to receive funding again until after a period of 15 years. This point was discussed in the Subcommittee but was inadvertently excluded in the draft eligibility/screening criteria.
- We should be selecting the best projects to be funded and not necessarily select projects to create geographical equity.
- Current screening criteria is primarily based on mandates by MTC and these are not negotiable. Other criteria should be can be set.
- We are ahead of the process since the next funding opportunity will be in another 2 years or so.
- Competitiveness will change over time due to jurisdictions completing their overlay projects therefore will not have any eligible projects to apply for funding.
- Instead of referring to equity, use the term "fairness".
- Need to include discretionary scoring to recognize unique situations. Possibly consider a special "needs" off the top
- It was recommended that Staff look at different counties and see how they evaluate projects. Reply by staff was that CCTA base their evaluation on technical items such as AADT, transit, and PCI. Staff to check to see if criteria for equity are considered.
- Recommend considering two rounds of competition.
- Need to place cap based on dollar figures rather than percentage of total funds available.

- C/CAG staff may need to identify unique streets and provide examples.

Chair Cullen recommends referring this item back to the Subcommittee to take second look.

6. Measure A Update (Strategic Plan development).

Joe Hurley, Director of San Mateo County Transportation Authority, presented the following:

- The TA will bring responses on the screening and evaluating criteria to the next TAC meeting.
- Components within the Strategic Plan are moving forward at different paces. The Highway program is out in front of all other program.
- The TA will be sending a fact sheet on individual project to each of the project sponsors. Once all the responses are received, the TA will collect all the remaining/missing information and will prioritize projects.
- The TA will send out fact sheet tomorrow and asking for a two weeks turnaround. Jurisdictions can respond directly to Joe.
- The TA is currently performing some operational analyses of the projects. This information is included on the fact sheets. If project sponsors disagree with the analysis (that is, if you think benefits are greater than what the TA is reporting), please provide comment.

7. Coordination With Caltrans Regarding Design Features On the El Camino Real

Sandy Wong presented on the information item as follows:

- The C/CAG Board has approved the Joint Principles with Caltrans. As a follow-up, the Board has asked staff to continue to work with Caltrans to develop the flexibility portion of the Principles.
- The cities of Belmont, San Carlos, and Redwood City recently completed planning studies for their respective El Camino Grand Blvd projects. Two of cities are applying for TLC Grants from Caltrans. Regardless, our plan is to help sponsors negotiate with Caltrans to get their designs approved.
- If this committee has suggestions and input to the process, please provide to C/CAG.

Member Patterson commented that San Mateo has a master plan completed for El Camino and have worked with Caltrans but do not have closure on design criteria (i.e., median widths).

Other question and comments regarding TLC included:

- When will MTC decide on the grants?
- Regarding these design exceptions with Caltrans, consider lane widths and cross slope also.
- Would like to see what cities are applying for and share information with other cities. What they achieve will be used by other cities.
- Concerns with geometrics i.e., lane widths, allow parking, etc.

8. Member Reports.

Walter Martone reported on the following items:

- PGE successfully secured a grant from the California Air Resources Board to implement hydrogen fueling stations in San Carlos (\$1.25 M grant).
- Caltrans will be holding a press conference regarding Devil's Slide this afternoon. Indication is that Caltrans is ahead of schedule.

The meeting adjourned at 2:15 p.m.